Two Crowded Excursion Trains Collide and Scores of Passengers Are Killed and Injured-Fearful Accident at Quincy, Itl.

WILKESBARRE, Pa., Oct. 11 .- A special train on the Lehigh Valley railroad, carrying a Wilkesbarre delegation home from Hazleton from the Father Mathew celebration last evening, was wrecked above Penn Haven and it was reported that several cars were completely wrecked and some forty or more persons killed.

The rumor of the terrible accident was soon confirmed. The fifth division of the Father Mathew excursion returning from Hazleton was wrecked and the cars piled up in a shapeless mass, one being stood humanity. upon its end. All the cars were crowded and the fatalities will run into awful figures. All the physicians from White Haven and nearby points are at the wreck, this city. The number killed is variously

The only information received here up the wrecked train.

The accident on the Lehigh Valley road at Mud Run near Penn Haven is beyond all question the most awful disaster that *ver happened in this portion of the State. Though no details can be learned there is reach nearly eighty and the injured nearly double that number.

The trains were excursion trains returning from the celebration at Hazleton of ance societies of the Scranton diocese. Thousands of people went to Hazleton from the towns of Luzerne and Lackawanna Counties. Seven trains, with the cars filled to the doors, passed through White Haven yesterday morning, taking the old route by Penn Haven. On the return the first train left Hazleton about five p. m., the others following as rapidly as was deemed best. The first three sections came through without accident, the disaster happening to the fourth and fifth sections. For some reason not explained the fourth section was standing on the track five miles below when the following section swept around the curve and crashed into it. The cars were smashed and broken and hurled off the track. The road ites close beside the Lehigh river, a steep embankment sixty feet high running down to the water. Several of the cars rolled down this and others were crushed against the cutting on the other side.

VIA HAZLETON. HAZLETON, Pa., Oct. 11 .- The big excurfrom the upper end of the county and Scranton left here at six o'clock in three sections. Near Mud Run, a small station on the other side of White Haven, the second section ran into the first section. The engine of the first section was disabled and before a signal could be thrown out the second section with its large number of passengers ran into it. The engineer jumped off just as they struck. The fireman was seriously injured. About sixty people were killed and as many wounded. Twenty-five bodies have been taken from the wreck. News is hard to get as there is no telegraph station at Mud Run.

A Horror at Quincy, Ill. Quincy, Ill., Oct. 11 .- Five hundred Pandosky. people were injured, half of them seriously, last night by the collapse of the amphitheater erected to assist in the annual celebration of Quincy.

A grand stand with a seating capacity of 5,000 had been provided for those wishing to witness the pyrotechnic display and it was crowded when at eight o'clock, just as the first rocket was fired, the supports at the west end gave way and the entire structure, 600 feet long, wavered and fell to the ground, carrying with it a mass of living freight.

The night was very dark and through all arose the groans and cries of the imprisoned multitude. Those who had presence of mind at once set about extricating those who were secured by the debris, and stretchers were procured as quickly as possible and the wounded conveyed from the scene to adjacent houses, which were changed into impromptu hospitals.

As far as could be learned there were not less than 500 injured and half of that number received serious wounds. The only fatal injury reported was that of Albert Wells, an attorney of this city, and a candidate for the Legislature. No hope is entertained of his recovery.

The excitement was so great all night that the streets remained crowded. Newspaper offices were besieged by anxious people who sought the names of friends or relatives who might have been injured. There is no doubt that a number of those infured will die.

With the descent of the platform the electric lights, which were to light the grounds, but which were extinguished to aid the display, were incapacitated for service and the darkness of the scene added to its terrors. As the lights of the pyrotechnics lighted up the horrible place the able-bodied sought their triends, while the more humane began the work of aiding the injured.

Among those seriously 'wounded are J. W. Stewart, secretary and treasurer of the Comstock Castle stove works, very seriously internally; Dr. Albert G. Schmid and wife, legs of both broken; Miss Mary Marks, legs broken; Ferd G. Reed and wife, both legs broken; Miss Georgie Berry, back injured and ankle dislocated; Mrs. Laura Herring, injured internally; Mrs. Jacob Foth, both legs broken; Mrs. Griswold, internally injured; Colburn and family, all seriously injured; Miss Vandenboon, both legs broken; C. M. Devey, superintendent St. Louis, Keokuk & Northwestern railroad, badly injured.

The American Party. ALBANY, N. Y., Oct. 11 .- The State convention of the American party was held at the Academy of Music yesterday. The platform advocates the abolition of trusts; opposes Catholic parochial public schools; provides that no foreigner should vote before residing in this country twenty-one years and disfranchises any one detected in selling his | ger train was jammed against a vote. Considerable discussion ensued as to the advisability of placing a State ards, a passenger, was badly cut and inticket in the field, but it was decided that jured internally and will probably die; it would be unwise to do so this year. It George B. Clyde, a freight brakeman, had was the sense of the convention that a both legs broken and sustained a serious State committee should be formed for the purpose of naming a State ticket next

> ---Fishermen Drowned.

NEW YORK, Oct. 11 .- The National line steamer Queen, which arrived yesterday from England, reported having collided with the fishing schooner Madeline last Friday. The collision occurred at 2:50 a m. Friday, during a fog off the banks of Newfoundland, when the Queen struck the Madeline amidships, cutting her in two and sinking her immediately. The captain, first and second mates and steward were rescued after they had been in the water nearly an hour, but the rest of the crew, numbering twenty, were lost. In the collision the Queen lost her bowsprit and foremast. The Mr bline was a French fishing schooner.

Standers succeeded in stopping the fright-ened horse his hind foot stepped on the man's head, completely tearing it from the body. Donnely left a wife who had just them or state the grounds for his refusal. He was finally committed for contempt.

THE VICTIMS.

Further Particulars of the Lehigh Valley Railroad Accident-Partial List of the

WILKESBARRE, Pa., Oct. 11 .- Many persons, after waiting during the long weary hours from ten o'clock last night took the southbound train which passed here at 3:30 this morning and went to the scene of the railroad disaster. It was there learned that the third section of the excursion train had stood on the track a few hundred yards from Mud Run waiting for sections ahead to get out of the way. A flagman, some say, had bees sent back with a lantern to guard the train from the rear. Suddenly the passengers on the rear platform saw a train approaching at a high rate of speed. Several of these passengers who saw the danger jumped and escaped. In an instant the flash of a headlight illuminated the interior of the ill-fated car; there was a frightful crash and the engine plunged her full length into the crowded mass of

The shock drove the rear car through the next one for two-thirds of its length, and the second car was forced into the third. Not a single person escaped from as also all Lehigh Valley officials from the rear car. The second was crowded with maimed and bleeding bodies and the reported from twenty-five to eighty per- third car had but few passengers who es-

The shattered engine was pouring forth to midnight was from passengers on the straams of scalding steam and water. Central railroad trains, who reported a which hid the fullest measure of the horhorrible condition of affairs, the groans of rible scane, while its hissing sound the wounded being heard across the river | drowned the shrieks and groans of those where the tracks of the Central run. At imprisoned in the wreck. Ghastly white the depot here hundreds of people gathered | faces peered into the windows to be greeton the platform, many weeping for the | ad by faces far more ghastly. Some of the safety of their friends supposed to be on dead pinioned in their seats, erect as in life, staring open-eyed as if aware of the horrible suddenness of their death.

The most reliable estimates at present obtainable of the number killed is fiftyfive with forty wounded. The killed, as far as can be learned, are: Mary Ellen no doubt that the number of killed will Girten, Hyde Park; Kate Featherstone, Pleasant Valley; Andrew (or Barney) Meighan and two daughters, Pleasant Valley; Thomas Reddy, Pleasant Valley; John M. Coleman and two sons, Scranton; the annual parade of the Catholic temper- | Owen Kilkulin, Scranton; Mike Tyrrell. Dodgetown; Allie Reilly, Believue; Mrs. Melvin, Hyde Park; Mrs. Callahan, Hyde Park; Mary Connor, Hyde Park; M. Gibson, Hyde Park; Willie Noon, Hyde Park; Richard Powell, Hyde Park; F. Mulherrin, Pleasant Valley; Harry Burke, Bellevue; Miute Roan, Dodgetown; J. S. Whalen, Pleasant Valley; Lizzie Featherstone, Pleasant Valley; Patrick Welch, Pleasant Valley; James Kline, Providence; Mary Ann (Ellen) Durkee, Scranton; John Welch, Miner's Mills; John Rogan, Winton; Anthony Mulligan, Oliphant; Patrick Dolan, Providence; Mike Dolan, Providence; Frank and Harry Jackson, Pleasant Valley; Secretary Kelly, Pleasant Valley; John Conaboy, Minooka; Ratchford A. Hoy, Minooka; Mrs. T. B. Brehony, Pleasant Valley; John McKeehan, Pleasant Valley; Willie Kelly, Pleasant Valley; Ben O'Brien, Pleasant Valley; Mrs. Andrews and two sons, Pleasant Valley; Oscar Gibbons, Pleasant Valley; Mary Ann Cannon, Hyde Park; Michael Moffit, Bellevue: Kate Kennedy, Hyde Park: Annie Hart, Hyde Park; F. Mulherrin, Minooka. Yerkes ended in the latter making an offer The injured as far as could be ascertained are: William Cloherty, Dodgetown; John Cane, Dodgetown; Anthony O'Hara, Bellevue; Tim Dubigg, Dodgetown; Wiflie Connor, Dodge- declined to state. The committee confertown; Thomas Troy, Oliphant; Martin ring with Mr. Yerkes had full authority Walsh, Oliphant; John McAndrew, to accept then and there what terms were Oliphant; John Mulherrin, Providence; Walter Connor, Taylorville; Harry Cook, engineer, Taylorville; Annie Moloney,

> THE ENGINEER TO BLAME. Easton, Pa., Oct., 12 .- An official of the Lehigh Valley railroad has told the story of the wreck as follows: "Eighty-seven carloads of people attended the parade. There were eight sections of the train with promise and which Mr. Yerkes refused to orders to run ten miles apart. The dauger signal was displayed at Mud Run and on horse cars; 22 cents on "trailers" and 25 the rear brakeman was sent back as an additional protection. Section No. 7 laid adopted with an unanimous yell just at a short distance beyond the station. No. twelve o'clock last night the West Side 8 came thundering along and the brake- conductors and drivers will report for man gave the engineer the signal to stop. duty at 5:15 a. m. and run their cars He failed to heed it and dashed by the signal. The train plunged on, disregarding the signal at the station, and disaster

Laughlin, Taylorville; A. Lyndon, Jr.,

CHEROKEE GRAZING LANDS.

Chief Mayes Angry With Treasurer Ross-The Cattlemen Notified to Surrender. TAHLEOUAH, I. T., Oct. 11 .- R. B. Ross, Treasurer of the Cherokee Nation, recently assumed the authority to lease the strip to the Cherokee Strip Live-Stock Association for three months from October 1, in direct conflict with the views of Chief Mayes. The lease money was paid on the basis of \$175,000 a year. Ed Hewins, president of the Cherokee Live-Stock Association, was here in conference with the Chief a few days ago and it was then hospital here yesterday. John Welsh, thought by the Chief that an arrangement would be made whereby the Strip men tal here yesterday afternoon. could stay until the Council in November. This was satisfactory in part to the Chief, would be driven from the country.

Engines Collide.

KANSAS CITY, Mo., Oct. 11 .- A little after three o'clock this morning a wild engine of the Kansas City, Fort Scott & Memphis railroad collided with a west bound freight train of the same road in the yards nearly opposite the waterworks. Both engines were badly smashed and cab and received a number of scalp wounds and is internally injured. William Grant, the fireman was scalded and lacerated, and up to noon to-day was unconscious. Both men were taken to the Wabash hos-

Collision in Ohio. CANTON, O., Oct. 12 .- A northbound passeager train on the Cleveland, Loraine & Wheeling road and a freight train collided near Massillon, O., about eight o'clock yesterday morning and both engines, two passenger coaches and several freight cars were completelly wrecked. Richard Whitman, brakeman on the passenstove and fatally injured; Warren Richcut on the head, and another passenger whose name was not learned, was badly bruised.

James Donnely's Shocking Death. BLUE RAPIDS, Kan., Oct. 12.-While James Donnely was riding a stallion on the race course for exercise Tuesday the saddle turned and threw him to the ground with his foot fast in the kirrup. This frightened the animal and he ran away along the inside fence. Donnely's head commenced to strike the posts, when his body seemed like a rag bounding along striking the ground and fence. His head Refore the proceedings began he said that was mashed to a jelly. Just as the oy-standers succeeded in stopping the fright-line to testify in the case. He was, how-

MURDERED BY STRIKERS.

Thomas Wardell, the Leading Operator, Shot Dead in His Carriage by Striking Miners at Bevier, Mo.

BEVIER, Mo., Oct. 18 .- At 12:45 o'clock yesterday afternoon Thomas Wardell, a very wealthy land owner and coal operator of this county, was shot and instantly killed by a number of striking miners on the main street of Bevier, just opposite the

Wardell had driven from Macon in his carriage, accompanied by a colored boy, and had stopped his horses at the street corner and crossed the railroad track to the telegraph office to send a message. The depot platform was filled with striking miners, and as Wardell passed through them going to his carriage they feered and taunted him. Turning, he said: "Boys, I'll beat you in the end. You can holler all you want," The men then began throwing rocks at

him and he was struck in the back by one. Upon reaching his carriage he took from under the seat a large revolver and fired one shot in the direction of the crowd, but above their heads. An instant later a half dozen shots or more came from the crowd and Wardell fell back lifeless. The first citizens who approached were warned away by the men, but the dead man was at length taken to Dr. Watson's.

Sheriff Draper was immediately telegraphed for at Macon, but neither himself nor any deputy was in town. Prosecuting Attorney Mitchell and Coroner Dale immediately started for Bevier. When they arrived all was found quiet. The coroner's inquest was held yesterday afternoon and all the facts given above substantiated by eve witnesses

The immediate cause of the murder was the strike prevailing at Bevier for the last month and the attempt of the operators to fill their mines with men from Chicago. All the operators had gone into the arrangement, but the first men who arrived were to be placed at work in Wardell's mine, hence the bitterness of the men against him.

At noon yesterday, just before the occurrence, seventy men were brought in by the Chicago, Burlington & Quincy in charge of Thomas E. Wardell, a son of the murdered operator, John Watson and Louis Loomis representing the other mine owners. For some reason, probably because of the large crowd of strikers at the depot, the men were not landed, but were taken on through to Brookfield, where they

The murdered man was fifty years old, he wealthiest citizen of Macon County, being worth over half a million. He was an Englishmen by birth, and came to this country a penniless coal digger. He had always been a favorite with the men because of his fair treatment of them. He was a very benevolent and charitable man, whose loss will be greatly felt. At the coroner's inquest not the slightest evidence could be found which pointed to the identity of the murderer, and it is unlikely that he will ever be discovered.

STRIKE ABOUT ENDED.

Yerkes Willing to Compromise and Strik-

ers Willing to Work. CHICAGO, Oct. 13.-A conference of a ittee of citizens vesterday with Mr that if the West Side men would resume work this morning he would submit a "fair proposition" to the North Side men before

noon. What the proposition would be he offered. They decided not to do so, but to refer the whole matter to a general meeting of the strikers. The com-Taylorville; Sarah Moloney, Taylorville; mittee then, at the Mayor's office, were in-William Moloney, Taylorville; John Mc- clined to think the West Siders would deem it unsafe before getting an inkling of Taylorville; A. Lyndon, Sr., Taylorville; what the offer to the North Siders would P. Murray, Taylorville; Thomas Clark, be. In addition to promising a new prop-Old Forge; James Hannon, Old Forge; osition for the North Side men, Mr. Yerkes Joseph Staple, Pleasant Valley; Ignat said that if the West Siders would resume work he would be willing to guarantee that there would be no reduction on the West Side lines, whatever the result of the

> North side strike might be. The prices agreed upon are the same upon which the strikers offered to comaccept. The figures are 21 cents per hour cents on grips. According to the resolution throughout the day. The North Siders' committee will meet Mr. Yerkes at II a. m. Should no settlement be reached, the strike will take full swing again early in the morning Sunday.

FURTHER DEATHS.

Victims of the Mud Run Disaster Die at Wilkesbarre.

WILKESBARRE, Pa., Oct. 13 .- The town of Pleasant Valley, which furnished no less than thirty-three of the victims of the Lehigh Valley railroad disaster, is a griefstricken place and all business has been suspended in the mines and elsewhere The dead will be buried this morning.

Peter Kline, of Providence, aged fifteen, another victim of the accident, died at the another of the victims, died in the hospi-

The coroner's inquest began yesterday. Engineer Major confessed that his train but the three months' lease did not please was running twelve miles an hour, and him and he issued a proclamation demand- had it approached Mid Run under control, ing a surrender of all improvements, etc., as the rules required, or running four by the cattlemen, notwithstanding the miles an hour, the accident could have agreement had with Treasurer Ross, and been averted. He could not see ahead on notifying them that if they failed they account of steam and smoke from Cook's engine ahead of him.

Detective James O'Brien of the Lehigh Valley road visited the scene of the wreck and endeavored to prepare a complete list of the dead. He has secured sixty-five names, twenty-five not heretofore having

been published.

Fatal Fall. KANSAS CITY, Mo., Oct. 12.-Benjamin Probst, a lad sixteen years old, who lived splintered. William Cuff, the engineer of at 1624 East Eighteenth street, this city, the wild engine, was thrown out of his died in Chicago on Wednesday of concussion of the brain, caused by a fall from a horse belonging to William Mulkey, of Kansas City, which he was exercising on one of the Chicago tracks two weeks ago. The funeral will be held to-morrow after-

noon from his late home.

The Inter-State Law. CHICAGO, Oct. 12 .- President Adams, of the Union Pacific, who was in the city last evening on his way East, said to a reporter that he thought the Inter-State law is greatly responsible for the demoralization in railroad affairs and experience has shown that it is not based apon sound principles. The inability of roads to make lower rates on traffic between large commercial centers than between intermediate local points, he says, has the effect of driving the business away from large points and the prohibition of pools is leading to a general consolidation of roads. The weaker lines being unable to compete against strong lines on even terms will be forced out of existence.

Bedell in Contempt. New York, Oct. 12.-James E. Bedell, the swindling clerk of the law firm of Shipman, Barlow, Larocque & Shoate, was ordered by the Supreme Court last week to submit to an examination as a witness before trial in a suit brought by his late law firm against the Bank of the State of New York. He was sworn as a witness Before the proceedings began he said that

BEFORE IT IS BORN.

Some Startling Statements of General In-Dr. Oliver Wendell Holmes, on being asked when the training of a child should begin, replied, "A hundred years before it

Are we to infer from this that this gen eration is responsible for the condition of the race a hundred years from now! Is this wonderful generation the natural result of the proper diet and medicines of a

hundred years ago! It is conceded in other lands that most of the wonderful discoveries of the world in this century have come from this country. Our ancestors were reared in log cabins, and

suffered hardships and trials. But they lived and enjoyed health to a ripe old age. The women of those days would endure hardships without apparent fatigue that would startle those of the present age.

Why was it? One of the proprietors of the popular remedy known as Warner's safe cure, has been faithfully investigating the cause, and has called to his aid scientists as well as medical men, impressing upon them the fact that there can not be an effect without a cause. This investigation disclosed the fact that in the olden times simple remedies were administered, compounded of herbs and roots, which were gathered and stored in the lofts of the log cabins, and when sickness came on, these remedies from nature's laboratory were used with the best

What were these remedies? What were they used for? After untiring and diligent search they have obtained the formulas so generally used for various disorders.

Now the question is, how will the olden time preparations affect the people of this age, who have been treated, under modern medical schools and codes, with poisonous and injurious drugs. This test has been carefully pursued, until they are convinced that the preparations they now call Warner's Log Cabin remedies are what our much abused systems require.

Among them is what is known as Warner's Log Cabin sarsaparilla, and they frankly announce that they do not consider the sarsaparilla of so much value in itself as it is in the combination of the various ingredients which together work marvelously upon the system. They also have preparations for other diseases, such as "Warner's Log Cabin cough and consumption remedy," "Log Cabin hops and buchu remedy," "Warner's Log Cabin hair tonic." They have great confidence that they have a cure for the common disease of catarrh, which they give the name of "Log Cabin rose cream." Also a "Log Cabin plaster," which they are confident will supplant all others, and a liver pill, to be used separately

or in connection with the other remedies. We hope that the public will not be disappointed in these remedies, but will reap benefit from the investigations, and that the proprietors will not be embarrassed in their introduction by dealers trying to substitute remedies that have been so familiar to the shelves of our druggists. This line of remedies will be used instead of others. Insist upon your druggist getting them for you if he hasn't them yet in stock, and we feel confident that these new remedies will receive approbation at our reader's hands, as the founders have used every care in

ABOUT HORSE-POWER.

Its Application to the Measurement of the

Capacity of Boilers. A great deal of trouble has arisen from the application of the horsepower to the measurement of the capacity of steam-boilers. The boiler is but one factor in the power-producing system. It furnishes the force. It is the magazine where is accumulated and stored the pressure resulting from the conversion of the latent energy of coal into that of steam; but this force requires to be exerted through space against resistance, through the length of an engine cylinder, against the resistance to movement of the piston which it forces, to effect the development of power. Now some engines use steam much more economically than others, and a boiler which could furnish steam to develop power at the rate of one hundred horses with the best of these might not be able to do thirty-horse power with the worst. Now what is the "horse-power of the boiler?" The capacity of a boiler for developing power depends upon its ability to convert water into steam. To meet the complications which arose from this cause, the American Society of Mechanical Engineers appointed a committee to investigate the subject of the commercial rating of boilers, and they adopted as a standard the evaporation of thirty pounds of water per hour from feed water of one hundred degrees F. into steam at seventy pounds pressure to constitute a horsepower. Some engines can develop a horse-power on this number of pounds of steam per hour, others can not, and many can on less, yet it is about the average present practice and supplies a unit with some degree of prestige or authority for the settlement of disputes upon the subject. - Wood

Worker. ECONOMY is wealth; wealth breeds extravagance; therefore economy is the mother of extravagance.—Harper's Bazar.

BETTING on election runs high; both sides are confident. Reputable merchants bet. See novel card of Brown Bros., Detroit and Kansas City, in advertising col.

THE GENERAL MARKETS.

KANSAS CITY, Oct. 15				ODEAN
CATTLE-Shipping steers	8 4 0)	46	4 25	CREAM
Range steers			3 25	
Native cows	2 00	0	2 40	I have us
HOGS-Good to choice heavy.	5 65	0	6 05	tles of El
WHEAT-No.3 red	581	440	1.00	111000000000000000000000000000000000000
No. 2 soft	1 69	0	1 00%	Balm and
CORN-No. 2	32	43	33	myself cure
OATS-No. 2	2)	0	20%	fered 20 y
RYE-No.2	47	0	48	catarrh and
FLOUR-Patents, per sack	2 45	64	2 60	al headache
HAY-Baled	610	0	6 50	
BUTTER-Choice creamery.	18	0	20	is the fire
CHEESE-Full cream	9	0	9%	that afford
EGGS-Choice	.163	40	17	relief D.
BACON-Ham	12	0	13	son, 145
Shoulders	9	0	914	Chicago, Il
DIAm	**	-	500	

9540

24

POTATOES.... ST. LOUIS. CATTLE-Shipping steers... 5 00 @ Butchers' steers 3 25 @ 4 40 HOGS-Packing..... 5 90 @ SHEEP-Fair to choice...... 3 25 @ 440 WHEAT-No. 2 red. 108 @ 109 OORN-No.2 1943 OATS-No.4.....

CHICAGO. CATTLE—Shipping steers.... 5 00 @ 5 P HOGS—Packing and shipping. 5 90 @ 6 % SHEEP-Fairto choice...... 3 50 @ 4 20 FLOUR-Winter wheat 5 50 @ 7 2 WHEAT-No.2 red..... 1 13 6 CORN-No.2 45 @ OATS-No. 2..... 14 @ BUTTER-Creamery..... 57%3 PORK 15 0) @ 15 10

NEW YORK A Valuable Remedy.

BRANDETH'S PILLS purify the Blood, timulate the Liver, strengthen the Kidneys, regulate the Bowels. They were introduced in the United States in 1835. Since that time over fifty millions of boxes of BRANDRETH'S PILLS have been consumed. This, together with thousands of convinc-

ing testimonials from all parts of the world, is positive evidence of their value. BRANDRETE'S PILLS are purely vegetable, absolutely harmless, and safe to take at any time. Sold in every drug and medicine store,

either plain or sugar coated. This keeper of a deaf and dumb asylum understands the mute-ability of man.

n Important Industry Checked: This disaster occurs when digestion is in-terrupted. It is the business of the stom ach to manufacture the raw material, food, into blood, the fertilizing tide that bears vigor to the most distant parts of the diges-tion. When this is checked, inanition, loss of strength, organic disorder ensue. Hos tetter's Stomach Bitters impels the stomach to renewed labor. Seek the Bitters if troubled with constipation, rheumatism, malaria and kidney complaint.

THE sportsman may lead an idle exist-nce, but his career is not an aimless one.

A GREAT mistake perhaps was made when Dr. Sherman named his great remedy Prickly Ash BITTERS; but it is presumed that at that time all remedies for the blood etc., were called Bitters. Had he called it Prickly Ash "Regulator," "Curative," or almost anything but Bitters, it undoubtedly would have superseded all other preparations of similar character. The name Bit-ters is misleading; it is purely a medicine, and can not be used as a beverage.

CROOKED work will always bring a maninto straights.—Pittsburgh Chronicle.

Now that the rush of the summer work is omewhat over, we desire to call attention to some matters looking forward to profita-ble work for the fall months, and through he winter. Write to B. F. Johnson & Co. 1009 Main St., Richmond, Va., and they wil show you how to do a grand work, which can be made a permanent thing.

A WELL-COVERED head may be poorly

PLEASANT, Wholesome, Speedy for coughs is Hale's Honey of Horehound and Tar. Pike's Toothache Drops Cure in one minute.



WARNER'S LOG CABIN Remedies. - "Sarsaparilla," - "Cough and Consumption Remedy,' -" Hops and Buchu, "Extract," - "Hair Tonic," -": Liver Pills,'

-"Plasters," (Porous-Electrical),-"Rose Cream," for Catarrh. They are, like Warner's "Tippecanoe," the simple, effective remedies of the old Log Cabin days.

human body is the LIVER. When it fails to properly perform its functions the entire system becomes deranged. The BRAIN. KIDNEYS, STOMACH, BOWELS, all refuse to perform their work. DYSPEPSIA, CON-STIPATION, RHEUMATISM, KIDNEY DIS-EASE, etc., are the results, unless something is done to assist Nature in throwing off the impurities caused by inaction of a TORPID LIVER. This assistance se necessary will be found in

Prickly Ash Bitters!

It acts directly on the LIVER, STOMACH and KIDNEYS, and by its mild and cathartic effect and general tonic qualities restores these organs to a sound, healthy condition, and cures all diseases arising from these causes. It PURIFIES THE BLOOD, tones up the system, and restores perfect health. If your druggist does not keep it ask him to order it for you. Send 2c stamp for copy of "THE HORSE TRAINER," published by us.

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Mind wandering cured.
Speaking without notes. Wholly unlike artificial systems. Piracy condemned by Supreme Court. Firstly condemned by Supreme Court.

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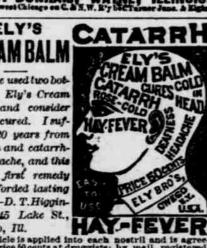
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TREATED FREE. with most wonderful success; use vegetable remedies, entirery harmless. Remove all symptoms of Dropsy in 8 to 280 days. Cure patients pronounced hopeless by the best physicians. From first dose symptoms rapidly disappear, and in ten days at least two-thirds of all symptoms are removed. Some may cry humbug without knowing any thing about it. Remember it costs you nothing to realize the merit of our treatment tor yourself. We are constantly curing cases of long standing—cases that have been tapped a number of times and the patient declared unable to live a week. Give rull history of case, name, age, sex, how long afficted, etc. Send for free pamphlet, containing testimonials. Ten days' treatment furnished free by mail. If you order trial, you must return this advertisement to us with 10 cents in stamps to pay postage. Epilepsy (Fits) positively cured.

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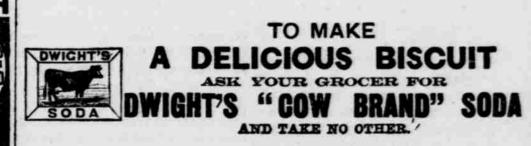
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